Surface Transportation Authorization Project Requests

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Construction of US-54 at Greensburg, Kansas ($15.0 million)

On May 4, 2007, the town of Greensburg in southern Kansas was destroyed by an F-5 tornado. With optimism for re-building their community, Greensburg officials inquired with the Kansas Department of Transportation regarding the options to construct an alternate route for US-54, the major east/west route that passes through and services the community. Following extensive collaboration with community leaders and input from city residents, KDOT developed a project to relocate US-54 in Greensburg along a route north of the current highway. The design includes the construction of a 4-lane freeway with a "split diamond" interchange for access into the community, and a full-diamond interchange with US-183 approximately one mile west of Greensburg.
This funding request is for construction of the project.

University of Kansas Research ($10.0 million)

To research and develop infrastructure construction technologies and installation procedures that will provide a much longer useful life. Examples include the use of low cost sub-base containment fabrics that do not allow shifting of roadbed supporting materials and thus reducing the formation of potholes while simultaneously reducing the need for thicker (energy costly) pavements.

In another case, engineering faculty and students have over a decade of

experience in diagnosing the causes of concrete bridge deck failure and have evolved scientifically based procedures for pouring and curing new concrete bridge decks that will extend the replacement life from 10-20 years to over 50 to 80 years.

Finally, a multidisciplinary team of engineers has developed a low cost "fuse" system that when applied to strategic joining components of a steel bridge, can provide bridge inspectors a visible from afar warning that a potential failure is imminent.

Development of these life-extension and failure diagnostic procedures is costly and time consuming due to the need for exacting test procedures sometimes taking years. It is important to the nation's future that constant supply of new scientists and engineers should be produced by this infrastructure life extension research program.

Design of US-69
from the Crawford/Cherokee County Line
to I-44, Kansas
($8.0 million)

This project request is for the US-69 corridor in southeast Kansas from the Crawford/Cherokee county line south to I-44. The Kansas Department of Transportation has already begun investing in the project area to identify the need for the project and now funding is needed to take this project to field check.

Terminus points: The northern terminus is the Crawford/Cherokee County line; the southern terminus is I-44 at the Kansas state line where the interstate connects into Missouri and Oklahoma.

Activities: plan; design; engineer; conduct environmental review; mitigate.

Design and
Rehabilitate Class III railroad track between Scandia and Yuma Junction ($1.5 million)

This project will upgrade track conditions along 15 miles of the "Yuma Subdivison" between Scandia, KS and Yuma Junction, KS to increase the carrying capacity of this line to 286,000 lbs per rail car.

Construction of an interchange at 159th Street and U.S. 69 highway ($11.0 million)

This project includes the construction of ramps from U.S. 69 Highway to 159th Street, and required widening of U.S. 69 Highway from 151st Street to 167th Street to complete an interchange at 159th Street. This project also includes the reconstruction of 159th Street from Metcalf Ave to Antioch Road from a two-lane unimproved thoroughfare to a four-lane divided thoroughfare, with a new bridge over U.S. 69 highway and turn lanes required access points. This project is currently partially funded for construction by the City of Overland Park. Plans for the reconstruction of 159th Street and the bridge are substantially complete. Plans for the widening of U.S. 69 and ramps to 159th Street have been completed to the right-of-way stage.

East Street Extension Project in Junction City, Kansas ($9.3 million)

To design, acquire Right-of-way, construct, and extend East Street from the I-70 interchange to Grant Ave located in Junction City, Kansas.

The East Street extension Project is designed to allow for alternative route to access military

base at Fort Riley
and provide a safer flow of traffic in the downtown Junction
City area. The increased troop strength at Fort
Riley has more service
members living offpost and an alternate route to access the entrance to the
post is needed to meet the needs of increased traffic.